

ANNUAL HIGHWAY SAFETY PLAN

EXECUTIVE SUMMARY

FY-2001-2002



Governor's Council on Impaired & Dangerous Driving
October 1, 2001 – September 30, 2002

**GOVERNOR'S COUNCIL ON IMPAIRED & DANGEROUS DRIVING
ANNUAL HIGHWAY SAFETY PLAN - EXECUTIVE SUMMARY
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Crash Overview

Indiana recorded 892 fatal crashes in 1999 resulted in 1,021 fatalities. This equates to a fatality each 8½ hours during 1999. The number of fatalities and fatal crashes represented one of the worst years in the past decade for Indiana. The 72,883 injuries occurred at a rate of one injury every 7.5 minutes. There were 217,340 crashes in the State, or one crash every 2½ minutes.

Crash Statistics Changes, 1990-1999

Statistic	Average	1995	1996	1997	1998	1999	Average	% Change	% Change
	1990-94						1995-99	1998-99	1990-99
All Crashes	203,391	221,027	221,465	220,009	216,510	217,340	219,270	0.4%	3.7%
Fatal Crashes	857	859	870	849	884	892	871	0.9%	-3.5%
Personal Injury Crashes	49,930	53,831	52,058	52,413	51,865	49,518	51,937	-4.5%	-2.3%
Alcohol-Related Crashes	11,251	9,995	9,777	9,544	9,508	9,072	9,579	-4.6%	-38.5%
Fatalities	967	959	982	940	982	1,021	977	4.0%	-2.2%
Alcohol-Related Fatalities	272	226	239	214	234	237	230	1.3%	-30.5%
Total Injuries	74,028	80,632	77,339	78,262	77,138	72,883	77,251	-5.5%	-2.7%
Serious Injuries	6,749	6,889	6,558	6,488	6,361	6,141	6,487	-3.5%	-17.1%
Pedestrian Fatalities	82	76	76	75	72	66	73	-8.3%	-33.3%
Pedalcyclist Fatalities	15	14	6	11	13	14	12	7.7%	-6.7%
Motorcyclist Fatalities	70	65	63	47	68	67	62	-1.5%	-16.3%
Economic Loss (Billions)	2.408	2.549	2.520	2.500	2.540	2.730	2.568	7.5%	9.4%

One of the major challenges in reviewing and evaluating the crash data is the sheer amount of data that is available. Annually, there is approximately 217,000 reported crashes, and 100 plus data elements for each reported crash.. The data represents what historically has been the most utilized and most requested crash statistics.. For more detailed data beyond this document you may access the Indiana Crash Facts Book at the web-site for the Indiana Criminal Justice Institute
<http://www.state.in.us/cji>.

Performance Goals

The major contributing factors to crashes were identified using the crash data tapes, FARS data, and field observations. As a preface, the goals for both Indiana are extremely aggressive, and in order to be achieved, will require significant involvement on the part of all stakeholders. The following goals have been established for FFY-2000-2005.

- **To decrease the state fatality rate per 100 MVMT from a baseline of 11.5 in 1996, to 1.06 in the year 2002, and 0.92 in the year 2005 with progress demonstrated on an annual basis.**

Results: The fatality rate for 1999 remained unchanged from 1998 at 1.4 fatalities per 100 MVMT. Since the reduction that was achieved between 1991 and 1992, there has been only limited improvement over the past 8 years. The annual rate of improvement has averaged 1.5 percent during these 8 years. Indiana continues to experience nearly three-fourths of its fatalities in the rural areas. In 1999, there were 761 fatalities in rural areas.. The improvements that were achieved occurred in the

higher population, urban areas. Indiana's overall low seat belt usage rates (especially pickup trucks at 33.5 percent in 1999) further aggravate its ability to reduce fatalities. To decrease the state personal injury rate per 100 MVMT from a baseline of 117 in 1996, to 103 in the year 2002, and 95.7 in the year 2005 with progress demonstrated on an annual basis.

- **To decrease the state personal injury rate per 100 MVMT from a baseline of 117 in 1996, to 103 in the year 2002, and 95.7 in the year 2005 with progress demonstrated on an annual basis.**

Results: Indiana continued to move toward its goal, reporting a personal injury rate of 101.99 in 1999. This was a 6.5 percent reduction from 1998, and an 8.2 percent improvement over 1997. The 72,883 injuries were the lowest reported number since the 69,280 personal injuries that were reported in 1991. The majority of personal injuries (58.4 percent) occurred in urban areas as contrasted with fatal injuries occurring primarily in rural areas. This pattern was expected, as rural roads have continued the trend of greater speeds with a higher incidence of run off the road crashes.

- **To decrease alcohol-related fatal crashes from a baseline of 0.32 per 100 MVMT in 1996 to 0.20 per 100 MVMT in 2002, to 0.167 per 100 MVMT in 2005, with progress demonstrated on an annual basis.**

Results: Indiana experienced very little change since 1991. The incidence rate in 1999 mirrored the 1998 results with 0.29 alcohol-related fatal crashes per 100 MVMT. Without a radical change in performance, it will be difficult for Indiana to achieve its 2005 goal. The issues continue to be the same as in past years. Of the drivers tested for alcohol (and with results), 84.6 percent were males. While underage drinking remains an emerging issue as early as age 18, the majority of the drivers killed in 1999 were between the ages of 21 and 44. The problem of the high BAC driver continued with 73.4 percent of the killed tested drivers having a BAC at or greater than 0.10 (the legal limit during 1999 in Indiana). The reported results for this indicator may also be understated, since only 43.9 percent of the killed drivers were tested and had their test results recorded.

- **To increase the observational seat belt usage rate in passenger cars and minivans from 63 percent (based upon previous weighting process) in 1997 to 73 percent (revised weighting process) in 1998, 85 percent by the year 2000, and 90 percent by the year 2005. To increase the overall seat belt usage rate from 53.2 percent (including pickup trucks and sport utility vehicles) in 1997, to 65 percent in 1998, 85 percent by the year 2000, and 90 percent by the year 2005.**

Results: The findings for the September 2001 survey indicate the usage rate for front-seat occupants of all passenger vehicles increased from 62.1% in September 2000 to 67.4% during September 2001. This "all passenger vehicle" usage rate establishes a new high point, exceeding the 62.1% usage rate recorded in 2000. The passenger car usage rate (75.7%) also exceeded the previous high 2000 rate of 69.8%. Similarly, high usage rates were seen for both mini-vans (79.5%) and SUVs (74.1%). While pickup trucks continue to be excluded from the Indiana Occupant Protection Law, usage rates in these vehicles increased by 7.1% to 41.9% in the most recent survey. Unfortunately, the continued low usage rate of pickup truck occupants negatively affects the overall usage rate, as pickup trucks represented 20.0% of the observed vehicles. An increase in pickup truck usage rates to 60% would have the impact of increasing the overall usage rate in Indiana by nearly an additional 4%. Seat belt usage rates increased on all road classes in both urban and rural areas. Urban freeways had the highest usage rate of any roadway classification (84.3% for

passenger cars). The lowest usage rate was 37.7% for pickup trucks on rural collector roads.

Female drivers continued to demonstrate higher usage rates (79.0%) than male drivers (61.9%). Young male drivers of pickup trucks continue to be the lowest grouping of restrained drivers at 29.9%. Their seat belt usage rate is nearly half that seen by similar drivers when observed in passenger cars (57.8%).

- ♦ **To reduce the involvement rate in fatal crashes of the younger driver (age 16–19) from 0.79 fatal crashes per 1,000 licensed drivers in 1996 to 0.644 in the year 2000, and 0.592 in the year 2005, with progress demonstrated on an annual basis.**

Analysis: The involvement rate for this age group of drivers increased to 0.77 in 1999 from 0.71 in 1998.. The younger driver has been and continues to be significantly over-represented in fatal crashes.

**HIGHWAY SAFETY PLAN
COUNTERMEASURE ACTIVITIES
FY-2001-2002**

The Council will continue the Operation Pull Over (OPO) program during FFY-02. The program is supported by 200+ local law enforcement departments as well as the Indiana State Police. The OPO program will be the primary approach for information dissemination at the local level.

Overall Strategies for FFY-02

- Improve the Council's coordination, evaluation, monitoring and technical assistance to individual projects;
- Continue OPO to raise awareness and enforcement in the state;
- Strengthen the enforcement of occupant protection laws by requiring overtime patrol funded programs to enact a zero tolerance enforcement approach, required traffic occupant protection strategy training, standardized field sobriety training, submission of departmental enforcement policy and submission of directive from the administration depicting the goals of the program and officer guidelines for working enforcement projects;
- Expand the observational seat belt survey from one annual to a total of three. One annual and two mini surveys will be conducted to identify current use trends and opportunities to increase the usage of seat belts;
- Expand programming to the judicial system for belts and alcohol;
- Evaluate Indiana's 51+ drug and alcohol courts;
- Focus on the younger driver;
- Evaluate the effectiveness of the Graduated License for the younger driver;
- Enforcement of the primary seat belt law;
- Continue to actively monitor and address the areas of railroad crossing, pedestrian/pedalcyclist, and motorcycle fatalities and their trends;
- Continue with Safe Communities approach;
- Continue with the implementation of the Traffic Records Improvement Plan;
- Build Indiana DUI Program focusing on the passage of .08 legislation, improve the open container law, expand the occupant protection law, and amend the probationary license law.

Following is a summary of planned activities by area:

Planning and Administration:

- ★ Continue the administration, oversight and fiscal management of the state's traffic safety programs

Occupant Protection:

- ★ Provide program management services for the Council's statewide occupant protection program;
- ★ Coordinate Indiana's OPO Campaign;
- ★ Award grant funds to Indiana State Policed (ISP) local law enforcement departments to conduct at least four (4) Operation Pull Over "blitzes";
- ★ Incorporate the "Click it or Ticket" message into the OPO program and participate in NHTSA's Region V effort;
- ★ Continue the 29 departments representing Big City/County enforcement efforts;
- ★ Continue to work with Automotive Safety Program to increase seat belt usage and car safety seat use through education, training and dissemination of car seats and information;
- ★ Purchase mobile roadside trailers
- ★ Continue to develop and support Safe Kids coalitions and chapters through the Automotive Safety Program;

- ★ Implement additional child safety seat permanent fitting stations;
- ★ Participate in the National ABC Mobilization efforts;
- ★ Conduct a Minority PI&E seat belt campaign;
- ★ Conduct a public opinion survey for the ***Click it or Ticket*** Campaign
- ★ Conduct Indiana's annual statewide observational safety belt survey plus 12 min surveys;
- ★ Host an Operation Pull Over/Traffic Safety Challenge - Recognition Conference;
- ★ Promote law enforcement training using the Traffic Occupant Protection Strategies curriculum;
- ★ Conduct an extensive paid media campaign and evaluation campaign in support of the OPO/Click it or Ticket campaign;
- ★ Purchase mobile roadside speed/message trailers to support seat belt enforcement zones statewide;
- ★ Pick-up Truck enforcement and PI&E campaign;
- ★ Provide a strong public information and education campaign supporting the ***Click it or Ticket*** campaign followed with earned and paid media; and
- ★ Promote occupant restraint use through various advocacy arenas.

Impaired Driving:

- ★ Provide program management services for the Council's statewide impaired driving program;
- ★ Continue to coordinate Council efforts with the regional offices (24 consultants) of the Commission for a Drug-Free Indiana;
- ★ Participate in the "You Drink, You Drive, You Lose" national mobilization;
- ★ Award grant funds to ISP and local county law enforcement departments to conduct at least four (4) Operation Pull Over "blitzes". Conduct an alcohol assessment
- ★ Conduct a Blood Alcohol Concentration Forum to increase testing;
- ★ Continue to coordinate and train law enforcement officers in standardized field sobriety test training, breath test instrument operations, procedures and drug evaluation and classification training;
- ★ Continue a program to evaluate drug and alcohol court administered programs;
- ★ Implement a training program for judges and prosecutors to increase adjudication of DUI offenders;
- ★ Continue to contract with Marion Co. Prosecutor's Office to serve as a consultant statewide in the area of alcohol related fatalities;
- ★ Continue the statewide driving under the influence enforcement efforts of the ISP;
- ★ Purchase 5-10 additional evidentiary breath test instruments to be distributed throughout the state;
- ★ Continue to evaluate impaired driving countermeasures for effectiveness;
- ★ Continue the Purdue University (PU) "Working Together to Combat Impaired Driving; Drive Rite Campaign";
- ★ Host an Indiana Youth Summit to prevent underage drinking;
- ★ Partner with the Indiana Coalition to Reduce Underage Drinking (ICRUD) youth lead programs;
- ★ Contract with a part-time SADD coordinator;
- ★ Provide funding to locals for impaired driving enforcement equipment;
- ★ Continue underage access enforcement efforts with the Indiana State Excise Police including the "SUDS" program and the "Cops in Shops" program; and
- ★ Develop impaired driving prevention programs for youth throughout the state.

Police Traffic Services

- ★ Continue enforcement efforts with the ISP in the areas of speed enforcement, impaired driving enforcement and safety belt usage enforcement;

- ★ Provide training to law enforcement officers in areas such as: Project Management, Traffic Occupant Protection Strategies, Occupant Protection Risk Management, Public Information and Child Auto Restraint Educator Seminars and education in other areas as needed;
- ★ Provide traffic enforcement equipment to law enforcement; and
- ★ Purchase regional speed trailers with message boards for regional placement for law enforcement seat belt enforcement zone assistance and PI&E.

Traffic Records

- ★ Continue with the implementation of Indiana's traffic records action plan. Representatives from Indiana State Police, Bureau of Motor Vehicles, State Emergency Management Agency, Department of Transportation, Department of Health, Criminal Justice Institute, Sheriff's Association and Chief's Association assist in this effort;
- ★ Continue to provide a traffic records program coordinator to oversee the implementation of the traffic records improvement plan;
- ★ Continue to work with Purdue University to develop traffic safety problem identification information and to publish the Indiana Crash Facts booklet.

Emergency Medical Services

- ★ Continue to monitor emergency response time and trends associated with emergency medical services; and
- ★ Continue to improve the EMS records system through active participation in Indiana's traffic records improvement plan.

Community Traffic Safety Programs

- ★ Provide program management services for the Council's statewide public information and education programs;
- ★ Provide funding to four contractors for statewide coordination and technical assistance of the Council's projects at the local level. One contractor will serve as a safe communities coordinator and the other three as regional law enforcement liaisons;
- ★ Continue to develop 16 Safe Community projects and include a Youth Safe Communities component where Point of Youth (POY) members reside;
- ★ Provide public information and education materials to support the various traffic safety public information and education campaigns;
- ★ Continue with the Network of Employers for Traffic Safety to bring traffic safety into the workplace concentrating efforts in Safe Community sites;
- ★ Provide scholarships for state and non-state employees, groups and organizations to sponsor and/or attend traffic safety related conferences, seminars and workshops.

Pedalcyclist/Pedestrian Safety

- ★ Continue to develop public information and education programs through Safe Kids coalitions, and local communities; and
- ★ Continue to monitor and evaluate crash trends statewide.

Motorcycle Safety

- ★ Continue to develop motorcycle safety public information materials for statewide distribution.

Highway Environment

- ★ Work with the Indiana Department of Transportation (INDOT) and the Indiana State Police to enforce traffic laws in construction zones;
- ★ Develop public information/education materials for railroad grade crossing safety;

- ★ Partner with INDOT to administer the section 154 transfer funds allocated to hazard elimination projects; and
- ★ Continue to improve the roadway files records system through active participation in Indiana's traffic records improvement plan.